

2020
MISSION VALLEY
SUPER OVAL
Rule Book

Race Day Times:

Pit: 1:00pm
Practice: 2:00pm
Pre-Tech Closes at: 5:30pm
Qualifying: 6:00pm
Racing: 7:00pm

TRACK RULES

1. Pit speed is 5 mph.
2. Everyone entering the pits must have a pit pass and a wristband that proves you signed the release form. The release form holds the speedway, sponsors and officials not liable. Anyone entering the pit area must pay at the backpit gate or have prior authorization from MVSO officials.
3. Children will be allowed in the pit area as long as they are being supervised by an adult at all times. Children are not allowed to cross the pit area at any point without an adult. If your child is found to be unattended you will be given a warning and could be asked to leave after the pit area if MVSO officials see fit.
4. Mission Valley Super oval will sell pit passes.
5. Drivers: Racing uniforms required.
6. No open toed shoes or sandals allowed in pit area.
7. No personal cars allowed in the pit area other than parking inside of the fence along the fence.
8. Only one pit space per race car allowed.
9. No motorcycles, ATV's, bicycles, etc, in pit area.
10. **If you do not arrive and go through pre tech before 5:30pm on race day you will not receive points and you will start at the rear of the field for that night.**
11. Speed limit (on pit road) off the track is 5 mph. (fine or penalty possible)
12. No testing without permission of MVSO management.
13. If for any reason there is a driver change after Qualifying with exception to the trophy dash, that car and driver will not receive points for the night and will start at the rear of the field for the remainder of the night's events.
14. One person shall remain with each racecar at all times. NO EXCEPTIONS!
15. Any racecar leaving the speedway during a racing program must be re-teched.
16. All engine changes/replacements must be approved by the tech BEFORE starting work.
17. All parts, tires, etc, must be removed from the speedway the day of the event. Car numbers must be on all tires and wheels.
18. Waste oil must be placed in barrels.
19. No foil numbers. Cars without visible numbers will not be scored.
20. All cars must have windshields. A 4 " number must be in UPPER RIGHT CORNER of the windshield.
21. Drivers wishing to start in the back of any event must notify the pit steward before the cars line up for their event.
22. Once the car is in the line-up (pit area and track surface) working on the car is prohibited, except adding air to the tires.
23. Rookies may be asked start at the back of all events for a minimum of two weeks (official's discretion). Rookies must have yellow tape on the rear bumper.
24. If a car is deemed to be off the pace by at least 2 seconds you may be put to the rear of the field.

RUNNING and DRIVING RULES

- 1 The Pit Boss/Race Director will be the sole authority in the pits with regards to the running of the races. The Pit Boss and the Flagman will be in charge of on-track competition. The Pit Boss will handle all protests.
- 2 The Flagman will be in charge of competition on the racetrack but will also be in voice contact with the Pit Boss and other officials.
- 3 Officials will establish the race event procedures, starting positions, length, frequency and administration of all events and programs. When their decision is rendered, that decision will be final and binding.
- 4 The driver or registered car owner must direct any complaints, disputes, questions or problems to the Pit Boss.
5. When asked to remove a part or tear down for tech inspection if driver refuses; driver will be subject to a fine, disqualification and/or suspension.
6. The driver or registered car owner must submit any protest to officials' decision in writing within ten minutes after their respective divisions main event concludes. The Protests must be given to the Pit Boss or the Tech Official within 10 minutes of the official decision being levied. Only the driver or registered car owner in the same class, and competing in the same race, may submit a protest.
7. Protests, complaints, disputes or problems will be handled in the pits at the completion of that race or completion of the nights racing. COMPLAINTS ARE NOT TO BE MADE TO THE CORNER FLAGGER, SCORERS, CLEAN UP CREW, OR ANNOUNCERS. ANY DRIVER/CAR-OWNER OR CREWMEMBER WHO GOES TO THE TOWER BEFORE THE RACING EVENT IS COMPLETELY FINISHED TO DISPUTE A CALL WILL BE SUSPENDED OR FINED.
8. Any driver stopping on the front stretch to argue with an official, in regards to an official's decision, will be automatically disqualified from the event.
9. Any driver or crewmember that is injured or involved in an accident must submit to a check by the medical attendants. Any driver involved in a serious accident will not enter or re-enter a race until the officials and medical attendants give their approval. Medical transportation from the racetrack to hospital is the driver's responsibility. IF YOU ARE INVOLVED IN A ACCIDENT ON THE TRACK YOU WILL BE REQUIRED TO REMAIN IN YOUR CAR UNTIL MVSO OFFICIALS ALLOW OTHERWISE UNLESS YOUR RACECAR IS ON FIRE.
10. The driver's meeting is mandatory. Driver and crew must attend.
11. Permission must be obtained from the Corner Flagger or Pit Boss before any practice or safety laps are taken, other than the designated practice time.
12. Any unauthorized persons entering onto the racing surface during race conditions, caution, or red flag will result in a disqualification, penalty, fine or suspension, to the person and affiliated driver.
13. Any competitor or crewmember that has a pit band, partakes of any alcoholic beverage, stimulating depressants, or tranquilizing drugs or is otherwise under the influence will result in disqualification and a minimum fine of \$500.00 along with a suspension. Other than spotters, any person going into the stands or associated area must relinquish their wristband. Random alcohol and/or drug tests may be administered.
14. Any competitor or crew member who participated in a fight in the pits or on the race track or on the premises could result in suspension, and/or loss of points and positions in the event.
15. Any competing car whose speed has been reduced to the point where it could cause a safety problem may be removed from the racing surface at the option of the officials.
16. Time trials may consist of a warm-up lap or laps; and one or two consecutive timed laps. If you pit after one timed lap, you will not be permitted to re-time. If you do not time in with your class, you will be required to start at the back of the nights events and you will not be allowed to qualify.

17. Any car continuously unable to start under its own power may be liable for a penalty or disqualification from the event or from the complete program.
18. Any driver or crew that does not take their car to the line-up grid, when requested to by the officials, will be required to start at the back of the line-up for that event.
19. If a car is under powered on the track, when racing is in progress, the driver must stay in the car with seat belts fastened until the race is stopped, except in case of a fire or rollover. Failure to comply may result in penalty, disqualification and/or suspension.
20. No racecars will be allowed on the track until the track has been opened for official practice or racing. All cars must pass a safety inspection before entering the racing surface for the first time each race day prior to 5:30pm.
21. No person shall be permitted to ride on the outside of a racecar or any other vehicle at any time.
22. No speeding in the pits. You must use caution while driving in the pit area or you will be subject to a fine or suspension. No donuts, burn outs, etc, allowed in the pits. We need to keep the pit area safe for drivers and all others.
23. YELLOW FLAG-When the track goes yellow, whether it is a yellow flag or yellow light, you will slow down and maintain your position. The lineup for the next restart will be determined by your position in which you crossed the start/finish line on the last completed green flag lap. If you are unsure what position you are in, pull up beside the driver in question and wait for a track official to direct you to your proper restart position. If you are involved in an incident you will blend into the pack and where you cross the start/finish line is where you will be lined up by scoring, unless the driver is penalized, thus resulting in going to the back of the field or being black-flagged. The race will be extended beyond the advertised distance when the race is under caution before the leader completes the last lap. The race will conclude with a green, white, checkered finish or green and white together then the checkered. All additional laps will be counted and scored. The only exception to this rule will be in the event that the leader has received the White Flag and then an incident occurs on the track deeming the track unsafe for competitors to continue racing, at this time the Yellow Flag and Checkered Flag will be displayed together and cars will be scored at the time the Yellow flag was displayed and the race is over.
24. RED FLAG-Cars must come to a complete, safe stop. Drivers are not allowed to move their car off the track on a red flag. Drivers may exit the track, only by permission of an official or when the track goes to a yellow condition. Failure to abide by this rule will result in a one-lap penalty. Crews may service their racecar during a red flag condition, but only in their pit and with a one lap penalty.
25. BLACK FLAG -All drivers must obey the black flag, failure to do so will result in disqualification or not scoring the car until the black flag is obeyed. If a driver receives a black flag for a driving penalty, the minimal penalty will be a stop and go in the pit by the entry to the track, or they may be held for a minimum of one (1) lap depending on the severity of the infraction. If the penalty comes at the end of the race, a minimum of one (1) lap may be deducted. If you receive a black flag during green conditions, you must go to re-entry to be accessed your penalty. Being black flagged in one event may result in a disqualification from that event or the nights events depending on the infraction.
26. On the initial start will be double file starts, with pole position setting the pace. On re-starts, double file restarts. All cars must stay in double file with passing only allowed after the green flag comes out and only allowed on the right side until past the start finish line. If the official does not like the start they will then throw the yellow flag, and re-start the race. Drivers on the front row of any race, get two chances on the original start. If two starts are waved off, they go to the back of the pack. Drivers involved in an accident on the start may go to the back of the field if the officials deem it necessary. When a race is stopped before the completion of one lap, there will be a complete restart, (except any car or cars that caused the yellow or any car or cars that aren't in line for the re-line up). If any car is causing a delay in the start of the race, it will be the flagman or towers discretion as to the placement of that car.

27. On the original start of any race, drivers may not pass until they cross the start/finish line/. If a driver does jump the start he will be assessed a one-lap penalty. On a re-start, a driver may not pass until the green flag is thrown.
28. Cars not in the line-up when called will lose their starting position.
29. All cars/drivers must be on the track ready to compete in their event when the pace lap starts.
30. If a car drops out while gridded in the pits, the cars will be realigned. If the car drops out while on the race surface, the affected row will move straight ahead.
31. When a race is stopped after the completion of one lap, cars will be lined up double file in the order they were running as they answered the yellow flag. No racing to the yellow.
32. A racing event may be stopped at the discretion of the Flagman or Corner Flagger at any time they consider it dangerous, unsafe to continue or due to time constraints.

GENERAL:

1. Unsportsmanlike conduct by drivers will not be tolerated. An appropriate penalty will be issued.
2. Verbal or physical abuse of any official or volunteer will not be tolerated. Minimum suspension of one (1) week, a fine, or both will be assessed. If the violation is determined to be excessive you may be suspended permanently if necessary.
3. Any driver or crewmember entering another pit space to confront someone will receive a minimum suspension of one (1) week, a fine, or both.
4. MVSO Regulations may be changed during the season.
5. Any illegal parts impounded will not be returned till the end of the season.
6. No riding on trailers, racecars, or tow vehicles.
7. All added lead must display the car number. Lead lost during the race may result in a penalty.
8. All vehicles must remain in their pit stalls until the completion of trophies for the last event.
9. No alcohol or drugs allowed in the pit area at any time. Anyone determined to be under the influence of drugs and/or alcohol will be asked to leave the pit area for the night. If you are found to be under the influence of alcohol and/or drugs while operating a racecar at the MVSO you will be suspended for a minimum of 1 season.

10. You have 10 minutes from the time of posting to protest scoring. Protests must be received in writing from the driver or car owner and accompanied with \$200.00 protest fee. Engine or chassis protests must be presented to the Pit Boss, IN WRITING within 10 minutes of the finish of the race. Protests must name the specific items to be teched and must be accompanied with \$200.00 cash protest fee per item protested. If the officials accept the protest, an inspection will follow. If the person protesting prevails, the money is returned to them. If the protested party prevails, the protest money becomes theirs. Only drivers, car owners or crew chiefs of cars involved in the same race can protest.
11. No obscene message of any kind will be allowed on racecars.
12. Anyone injured at the Speedway must check in with our medical staff before leaving the grounds to seek medical treatment. If you don't feel well after leaving the racetrack, consult your physician immediately!!
13. At no point is anyone other than MVSO Officials allowed past the boundary near the corner flagger.
14. No pets allowed at the Mission Valley Super Oval.
15. Drivers are responsible for the conduct of their owner and crew.

THE FOREGOING RULES ARE MISSION VALLEY SUPER OVAL RULES AND FALL UNDER THE HEADING OF LOCAL TRACK RULES AND ARE THEREFORE NON-APPEALABLE

MVSO HORNET RULES

EXPLANATION; Drivers must be 14 years of age or older. Drivers and crew members the age of 14-17 must have a minor release form signed & notarized by both parents or legal guardians to enter the pit area. All entrants must have a valid pit pass. The Hornet division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete without spending a significant amount of money for race equipment. Decision on interpretation of the rules by the Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. IF IT DOESN'T SAY YOU CAN, YOU CAN'T! Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

1. COMPETING MODELS

- A) Front wheel drive only. Two door, four door cars are acceptable Vans and Station Wagons are allowed.
- B) No convertibles or T-tops.

2. ENGINE SPECIFICATIONS

- A) Stock Motors, 4-cylinder - no modifications. No turbos. Must be single cam, 2 or 4 valves per cylinder.
- B) Dual overhead cam motors may be subject to weight penalty **no less than 100lbs mounted in the center of the car.**
- C) Stock ECU no chips or programing allowed.

3. TRANSMISSIONS

- A) Manuals or Automatics must remain stock and stock parts including stock clutch parts.

4. BODIES

- A) Must be stock, that includes doors. No lightening allowed **except for the hood and front doors.** Doors may be gutted to allow for door bars. No interior or exterior mirrors. Burnable materials must be removed from the inside. All glass, except windshield, must be removed. Windshield may be replaced with 3/16" Lexan and large pop-rivets All exterior lenses and emblems must be removed. Cars with sunroofs are required to cover hole with 20-gauge sheet metal. Beginners must have third brake light. All cars must have 20" tall numbers on both sides and roof. Hood and trunk must be secured with hood pins only; stock hinges can remain.

5. BRAKES & SUSPENSION

- A) Four-wheel stock foot actuated brakes are mandatory – no modifications. All brakes must work.
- B) Right front notching of strut tower bolt holes is permitted.
- C) No other suspension modifications allowed.
- D) **Right front camber shall be 6 degrees MAX. Measured with MVSO tools.**
- E) **Left Front and both rear shocks/struts shall be in stock location**

6. ROLL BAR

- A) 4 point 1-3/4" .090 tubing roll cage required. Must have 3 door bars on driver side and 2 on passenger side. Technical Inspectors approval.

7. SAFETY

- A) Head and neck restraints are highly recommended e.g. (HANs or Hutchens Devise)
- B) 5-point harness is mandatory. Belts must be secured to the roll cage. **No mounting to the floor pan.** Belts must be dated by the manufacture and must not be used beyond 5 years past manufacture date.
- C) Fire suits are mandatory.
- D) Driver's window screen or window net.
- E) Helmet. Full face helmet. No open face or motocross.
- F) Neck Rolls are mandatory, if not using head & neck restraint.
- G) Leather gloves or racing gloves. Leather boots or racing shoes.
- H) May have cutter blade or rub rail running from fender to rear quarter, at the center of the door. No sharp edges. Doors must be welded bolted or chained shut.
- I) Race cars must have fire extinguishers securely mounted within reach of the driver. The extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars).
- J.) Battery may remain in engine compartment and be securely fastened down. Or relocated to rear but must be in covered battery box and bolted down
- K) A clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed and hooked to negative post on battery. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. The shut-off switch must be operational at all times.
- L) Aluminum racing seats are mandatory.
- M) Must use a dry cell battery.
- N) All roll bars within reach of driver's hand, feet or legs must have roll bar padding.
- O) **Racing fuel cell is recommended and will be mandatory in 2021**

8. WHEELS & TIRES

- A) 60 Series or larger. No racing tires. Must be DOT street tires.
- B) Must be OEM tire size. All tires on vehicle must be same size.
- C) Wheel weights must be removed.
- D) Must be stock steel wheels. No racing or offset allowed.

9. EXHAUST

- A) Removal of the muffler is ok.
- B) Exhaust must run past driver's seat.

10. MIRRORS

- A) **Mirrors are permitted on the left outer side of the car with a 4inch max diameter. Track Officials reserve the right to ban the mirrors if they see fit for any reason at all.**

The tech officials reserve the right to assess penalties as needed to ensure that the competition is close.

MVSO HOBBY RULES

The Hobby Stock division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete in their own class. It enables individuals with moderate means to compete without spending a significant amount of money for race equipment. Decisions on interpretation of the rules by Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. If it doesn't say you can, you can't. Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

**** ALL WEIGHTS WILL BE CHECKED PRIOR COMPETITION WITH DRIVER IN THE CAR ****

<u>Engine Displacement</u>	<u>Base Weight (Before Penalties)</u>
Up to 345 cid 48%	Total 2,900 lbs. - Max Left 55% - Rear
346 - 365 cid & GM 602 Crate 48%	Total 3,100 lbs. - Max Left 55% - Rear
366 or More 48%	Total 3,300 lbs. - Max Left 55% - Rear

Engine Penalties

<u>Technology</u>	<u>Weight Penalty</u>
E1 Non-Factory Stamped Rocker Arm	25 lbs.
E2 Headers or Oversized Exhaust Pipe	25 lbs.
E3 Non-Factory Heads Chevy #042660-1 & Ford #053030-1	50 lbs.
E4 Camshaft Lift over .500	50 lbs.
E5 Compression over 11.1:1	50 lbs.

Chassis Penalties

<u>Technology</u>	<u>Weight Penalty</u>
C1 Chassis Wheelbase Under 108"	-1% Left Side %, 54%
C2 Chassis Wheelbase Over 114"	+1% Left Side %, 56%

How The Weight System Works...?

The goal of this system is to allow all cars that fit the various definitions of a Hobby Stock to compete legally, and balance the competition using weight. The first time a new car arrives at the track the tech official will ask the driver a series of questions about the specs & technology used in the engine and throughout the chassis. The Tech official will fill out the weight slip according to what the driver has stated. All of the elements covered on the weight slip are subject to tear-down at the end of the Main Event upon MVSO official request to ensure proper compliance. If a driver adds new technology, it is the responsibility of the driver to notify tech of the change and get an accurate weight slip. Any car found to be in violation of the weight guidelines will be subject to immediate disqualification and will receive last place points and money, any records achieved that night will be stricken from the records. A second offense will result in disqualification, No Point and No Pay. Weight slip shown below must be located on the upper left or upper right corner of the windshield or on the driver's side sail panel of the car. It is encouraged that drivers who build cars specifically for this series consider Performance Vs Reliability and racecar sophistication vs the benefit of being light weight.

1. COMPETING MODELS:

Open to all American and Canadian made steel bodied passenger cars, 1960 and newer. No station wagons, Jeeps or convertibles. No front wheel drive, rear or mid engines allowed.

2. GENERAL SPECIFICATIONS:

A) Minimum ground clearance of all components is 5". All measurements will be made with driver in the car.

B) Body and frame must match, make to make, model to model, year to year.

C) Control arms may be welded to strengthen.

D) Over 108" Wheel Base permitted with no weight penalty. 101" Minimum. Cars with wheelbase 114" or longer get 56% left side weight.

3. ENGINE SPECIFICATIONS:

A) Stock production V-6 or V-8 engines only. No engine interchange between makes, (must be Ford to Ford, GM to GM). Engine must have been available to the general public to purchase. GM 602 crate motor permitted in all cars

B) Engine must be stock OEM. All internal parts must be OEM replacement part for make of engine except as noted.

C) Engine may be set back so furthest forward spark plug is even with spindle centerline. Front motor mount may be after market with no rubber, rear mount must be OEM transmission location may be without rubber.

D) Stock flat top OEM type replacement pistons only, may over bore of .060". Pistons may not exceed deck height. No racing pistons.

E) Hyper-Eutectic, Molly-coated allowed on skirts only. No other coating. TRW, Seal power and Keith Black are the only forged pistons allowed. 5/64, 5/64, 3/16 rings only. Full skirts only.

F) Factory OEM "as produced" Stock steel rods. May use aftermarket rod bolts. Must be "as produced" bore, stroke and rod length combination. Crankshaft may be steel or cast.

G) Any flat tappet hydraulic camshaft. No solids, mushroom or roller camshafts.

H) No gear drives. No aftermarket distributors. OEM HEI ignition systems are approved. GM style HEI distributors approved.

I) Cylinder head casting must match engine displacement as produced with these clarifications: 461 castings, 1.94 intake Camel hump heads including 041,492 and 186 are acceptable on 350's not 400 Chevys, 289 head permitted on 351w. The following aftermarket direct replacement stock cylinder heads are allowed with weight penalty: Chevy heads/part # 042660-1(assembled) #042660 (bare) Ford heads/part # 053030-1 (assembled) #053030 (bare)

K) Chevy Vortec, or X heads are not permitted.

L) Restricted to 2.02 valve size. 3 angle valve jobs permitted. Only rebuild standard allowed is 30, 45 and 60 degrees. Poly-locks are permitted.

M) Screw-in or pinned studs, push rod guide plates are approved.

N) No stud girdles.

O) Chevrolet only allowed 1.5 rocker arms. Mopar and Ford adjustable rockers are allowed. Roller rockers are allowed with weight penalty. Must be factory rocker armratio.

P) No porting, polishing or gasket matching of heads.

Q) Exhaust manifolds must be stock cast iron OEM or stock replacement only, from a standard production car. Chassis or block headers are allowed with weight penalty. Maximum 2 1/2" exhaust from the headers/manifold back.

R) Fuel pump must be stock OEM type and mount in stock location. No electric fuel pumps allowed.

S) Stock steel or cast iron flywheels only. No aluminum flywheels allowed. No Corvette modular iron flywheels. Stock OEM type pressure plate and OEM Single disc clutches only.

T) Crate Engine Program:

1. GM 602 is the only legal crate engine.

2. Box stock Holley 650 cfm 4777 series carb only.

3. 602 Crate Carb PN: 0-80541-1 HP legal with weight penalty.

4. No modifications permitted.

5. No rebuilding engines – factory seals must remain intact. Exception below.

6. Tech officials reserve the right to inspect the internal components of crate engines only under paid protest from another driver. Engine will not be disassembled until new GM seal kit is present.

4. CARBURETOR AND INTAKE MANIFOLD:

A) Holley 500 CFM #4412 only. Only choke and related parts may be removed.

B) No tubes, funnels, or any other devices which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.

C) A one piece 1-5/8" maximum in thickness carburetor spacer acceptable to Tech Inspectors is allowed.

D) Stock cast iron automotive 2 barrel or 4-barrel intake with adapter. No high rise or GM Z-28 replacement manifolds of any kind permitted.

E) No porting, polishing, acid dipping, adding epoxy or similar substances allowed on intake. No gasket matching allowed.

F) An air cleaner is mandatory at all times. No foam type air cleaners. Top and bottom of air filter housing must be solid and be same diameter, K&N filter element OK. It is permissible to attach a shield

in front of the air filter housing up to half the air filter circumference. It cannot be higher than the air filter element. No air boxes.

5. TRANSMISSIONS:

A) A stock OEM automatic transmission, with a stock working torque converter is permitted. Three and four speed manual transmissions with all gears working is permitted.

B) Transmission must bolt to engine with no modifications.

C) All cars with manual transmissions must have an approved scatter-shield around clutch, or a constructed shield made of a minimum of 1/4" steel over the bellhousing section of the floorboard.

6. DRIVE SHAFTS:

A) Drive shaft and universal must be similar in design to standard production type. Only a one-piece steel drive shaft is permitted.

B) It is mandatory that two 160-degree solid steel brackets, no less than 2" wide and 1/4" thick, or steel chain, be placed not more than 12" from each universal joint and fastened to the floorboard.

C) All drive shafts must be painted white.

7. BODIES:

A) Bodies must be OEM steel and must remain stock.

B) All glass must be removed except the front windshield. All chrome strips, door handles and other items must be removed. All upholstery, sound deadening, door panels, headliner material, carpeting, floor pads and seat must be removed. A Lexan rear window is optional.

C) All body panels must remain stock and intact. Hood, roof and rear deck lid may be lightened. Front door panels may be cut out only if door bars are inside of door. Rear inner fenders must remain enclosed. Front inner fenders may be removed. Center of trunk may be removed for fuel cell installation only. Must have trunk floor, but rear inner fender wells can be removed. Cockpit needs to be sealed for fire protection and may be non-OEM but must be made of 22-gauge steel minimum.

D) Bumpers must be strapped to the body. Bumpers may be reinforced within confines of original bumper. Front and rear aftermarket bumper covers allowed. Fabricated bumpers must be a minimum of 3" wide and resemble the stock installation.

E) No sharp edges. All edges must be rolled under.

F) Full floor boards and firewalls required. All holes must be covered with a minimum 22-gauge sheet metal.

G) Doors must be welded or bolted shut.

H) Hooks suitable for towing must be welded to the underside of all 4 corners of the car.

I) A non-adjustable rear spoiler, not exceeding 4" in height and not wider than the rear deck lid may be attached to the rear deck lid. (It is recommended that the spoiler be made of 1/4" clear Lexan). No rudders or forward brackets are allowed.

J) Rub rail permitted

8. MIRROR:

Mirrors are permitted on the left outer side of the car with a 4inch max diameter. Track Officials reserve the right to ban the mirrors if they see fit for any reason at all.

9. RADIATOR:

A) Radiator must be mounted in engine compartment.

B) Aftermarket and aluminum radiators are permitted.

C) All cars will be equipped with a minimum 2-quart over-flow can.

D) Electric fans approved.

10. SUSPENSION:

A) All suspension components must be OEM for make (Ford to Ford, GM to GM) with no modifications except: right front may have longer bolts or elongated holes to obtain camber.

B) Springs must be OEM type. Springs may be cut and/or bent.

C) One shock per wheel. Shock mounts may be extended along original axis to allow use of long body shock. All shocks must be stock OEM appearing.

D) OEM front and/or rear sway bars are permitted. Must be mounted in stock holes.

E) Front spindles may be interchanged within manufactures line to allow disc brakes on early chassis only.

F) Lowering blocks and solid spring spacers are approved for use. No twist in spacers. Front spacers may be threaded but located around shock (coil only); rear coil spacers may be a solid type. May be interchangeable. Leaf spring cars may use either lowering plates under leaf springs or screw type as long as the u bolts have to be loosened and re-tightened in order to make height adjustment. No cam-actuated front to rear adjusters for rear alignment allowed. Adjustable shackles permitted on rear leaf spring eye only. Sliders permitted but must be bolted to mounting plate with shims adjustment.

G) Metric cars may use older Nova spindles.

H) OEM rubber bushing only on rear, any bushing material on front

11. REAR ENDS:

A) Differential may be locked by welding or shimming spiders. Mini spools, OEM "posi" and limited slip differentials are approved for use. Full spools allowed.

B) Rear end must be in stock location and must use all stock parts for attachment.

C) No cambered axle housings. No gun drilled axles. Aftermarket axles highly recommended. C-clip eliminator allowed.

D) Ford 9" rear end allowed: must have drum brakes, no nodular, no aluminum, must have stock housing. Mini spools and full spools allowed. No floater rear-ends.

12. BRAKES:

A) Four wheel, stock, foot actuated brakes are mandatory. Adjustable proportioning valves may not be used. All brakes must work.

B) Must be solid mount. No free float. No drilled rotors.

C) Master cylinder must be OEM and mount in stock location.

D) Stock pedal assembly must be used and may not be moved or extended.

13. ROLL BARS:

A) Round steel tubing 1 3/4" x .090 inch or 1 5/8" x .120" minimum seamless roll-over bars are compulsory for the basic roll cage and must be approved by the Tech Inspectors. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.

B) For approved location of the various roll bars, please reference the basic roll cage diagram (some bars have been removed for clarity) in the back of this book. On unitized bodied cars, the cage must be attached to 6" square plates, minimum 3/16" thick. The plate must be fish-plated to plates with the same specifications by four 3/8" bolts. Maximum 3/4" offset cage.

C) A minimum of 3 door bars are required on the left side with 2 bars required on the right side. The left side door bars must curve to the outermost part of the door skin. It is required that a piece of 1/8" steel be welded to driver's side door bars. The material should be placed between the door skin and cover the seat area. As an option, the material may be welded between the door bars.

D) A dash bar connecting the front cage uprights is required.

E) A wing window bar is required on the driver's side and must be of approved roll bar material.

F) Only two bars (one on each side) may pass through the front firewall. The bars will attach to the front roll cage legs and attach to the radiator protector bar, with additional supports. Two bars may attach to the rear roll cage legs and must extend past the fuel cell. No bars from inside 4 point to beginning of front kick-up forward.

G) All roll bars within the driver's reach, hands, legs and feet along with the steering wheel hub, must be padded acceptable to the Tech Inspector.

H) No bars, no x-ing or tying frames together under car. Cars with bolt-on sub-frames may use connectors. Connectors must only run parallel to wheelbase. No X-ing outside the 4 point.

14. RADIATOR PROTECTOR:

The radiator protector will consist of a maximum of 5 bars (1 1/2" ID, schedule 40 tubing maximum material), located in the following positions: Two bars upward from the frame horns, one bar across the front of the radiator, two bars mounted in front of A-frames and connected to upright bars.

15. FUEL CELL PROTECTOR BAR:

If the fuel cell is installed through the trunk floor, the car must have a bar installed at the rear of the fuel cell. The bar must be a minimum of 1 3/4" x .090 thickness and must attach to the frame rails and extend down and across the bottom of the fuel cell, with a center support bar that attaches to the rear cross member. (Protector bar is not required if fuel cell is installed above the floor of the trunk.)

16. WINDOW SCREEN:

A nylon window screen must be installed in the left side glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

17. FUEL:

- A) Fuel shall be automotive gasoline only.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with amine, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The Speedway reserves the right to require all cars to use the same fuel.

18. FUEL CELL:

Tech Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems allowed. Any concealed pressure type containers, fuel lines or actuating mechanism will not be permitted, even if inoperable. The use of a commercially manufactured fuel cell is mandatory.

- A) The maximum fuel capacity shall be 12 gallons and may not weigh more than 25 pounds' empty, including mounting hardware.
- B) Must be mounted in center of trunk, a minimum of 12" ahead of rear bumper.
- C) Fuel lines must run under the car and be securely fastened to the frame. Grommets are required where passing through the trunk.

19. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

The use of an approved fuel cell and container is mandatory. The fuel cell and fuel cell container shall be installed in accordance with the following requirements

- A) Fuel cell and fuel cell container may be fastened to the frame in a recessed support frame.

- B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.
- C) Fuel cell and fuel cell container, installed in trunk compartment, must be secured with steel tubing no less than 2 lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1" x .065 thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.
- D) A firewall free of holes must be located between trunk and driver.
- E) The bottom of the fuel cell cannot be lower than 10" from the ground.

20. WHEELS:

- A) Eight-inch maximum width steel only, white spoke or equivalent.
- B) Maximum offset is 6", measured from bead of tire to lug nut seat.
- C) Wheel studs will be a minimum of 1/2". Stud must pass completely through nut when wheel is tight.
- D) Maximum up to 1-inch wheel spacer allowed if 5 inch or less offset wheel is used. Any spacer over 1 inch must be approved by tech official for suspension clearances only.
- E) No bleeders.

21. TIRE RULE:

- 1) Class Tire: HOOSIER 970 OR AMERICAN RACER 970.

22. HELMETS & NECK ROLLS

Neck rolls are MANDATORY! HANs or Hutchens Devise are suggested. It is recommended that all helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard regulations or the American Standards Institute, Inc. Snell 90 minimum.

23. SEATS:

- A) Aluminum racing type seat only. No fiberglass or stock bucket seats.
- B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.
- C) A padded head rest approved by Tech Officials is required.
- D) Seat and seat belts must mount to the roll cage, not to the floor pan. Must use Grade 8 bolts and large flat washers.

24. SEAT BELT AND SHOULDER HARNESS:

- A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, not less than 3/8" in diameter.
- B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding from side to side. Shoulder harness inertia reels cannot be used.
- C) A center (crotch) belt must be securely mounted to lower seat frame at the bottom.
- D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting the belt.
- E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
- F) Seat belts must be dated by the manufacturer and must not be used beyond 5 years after the manufacture date.

25. ELECTRICAL SWITCH LOCATION:

A clearly marked Master Battery shut-off switch within 6 inches of the center of the car must be installed. Emergency Responders must be able to reach the switch from both sides of the car. A brightly painted, solid square of at least 4 inches square must surround the switch. The shut-off switch must be operational at all times.

26. STEERING:

- A) A steel quick release steering wheel is strongly recommended.
- B) Center of steering wheel hub must be padded acceptable to Tech Officials.
- C) Tilt steering wheel may be removed. Straight collapsible shaft permitted.
- D) Factory Steering Box Only. Aftermarket steering quickener permitted. No Rack & Pinion Steering.

27. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

28. MUFFLERS:

- A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.
- B) No cars shall exceed 92 D.B.A. at 100 feet.
- C) Maximum exhaust shall be 2 1/2" I.D. Exhaust pipes must extend past drive and exit between door and the rear tire. Any exhaust above 2 1/2" subject to 25 lbs. weight penalty.

29. BATTERY:

A.) Battery may remain in the engine compartment, be securely mounted in an enclosed box and accessible from under the hood or relocated inside of car. If inside of car, it must be securely mounted in a protective container. It can be no further back than the stock rear firewall and cannot protrude through the floor. The battery box will be six sided and not significantly larger than the battery. A clearly marked Master Battery shut-off switch within 6 inches of the driver's door must be installed. Emergency Responders must be able to reach the switch. A brightly painted, solid square of at least 4 inches square must surround the switch.

B) Dry-Cell Battery Required

30. NUMBERS:

A) A minimum 24" high, 3" wide number is required on the door area (and only on door area) of both sides of car. A minimum 30" high, 3" wide number is required on the top of car facing the right side.

B) 5" high number is required on upper right-side windshield.

C) A minimum 8" high white number is required on the upper right corner of the windshield.

D) Numbers will be assigned by the Speedway office and must be renewed each year.

31. FIRE CONTROL:

A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recommended that each car have built-in fire extinguisher equipment, but it cannot be of the dry powder type. ALL ENTRANTS SHOULD HAVE IN THEIR PITS AT ALL TIMES A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENT, SHOWING CURRENT INSPECTION CERTIFICATE.

B) It is mandatory that, AT ALL TIMES, suits of fire retardant material that effectively cover the body from neck to ankles and wrists, along with fire retardant or leather shoes and gloves, to be worn on the racing surface. It is strongly recommended that at all times drivers wear at least a 4 layer driving suit made of fire retardant material that effectively covers the entire body. It is also strongly recommended that drivers wear long underwear, headgear, gloves and socks made of fire retardant material.

C) It is strongly recommended that at all times while the car is being refueled or while fuel is being transported from the pit area, all crewmen involved should wear at least a 4- layer suit made of fire resistant material that effectively covers the body. It is also strongly recommended that the crew members wear long underwear, headgear, socks, gloves and shoes made of fire resistant material, plus protective eye wear.

D) NO ANTIFREEZE; NO SYNTHETIC OILS OR ADDITIVES IN THE OILS

E) ALL SAFETY REQUIREMENTS ARE MANDATORY.

MVSO LATE MODEL RULES

RULEBOOK DISCLAIMER

It is the responsibility of each competitor to read and understand the contents of these rules. No expressed or implied warranty of safety shall result from publications of, or compliance with, these rules and/or regulations. The rules and/or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such event. These rules shall govern the condition of all points events, and by participating in these events all participants are deemed to have complied with these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the MVSO Director, and MVSO Tech Official shall prevail.

For all safety devices it is the responsibility of the driver (not the MVSO, its officers, or its agents) to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times. As with all safety items, MVSO strongly recommends that the driver carefully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible. No pretense is made for having designed a fool-proof set of rules and regulations. MVSO reserves the right to alter, or amend, the rules and regulations in the interest of safety, cost control, and/or fair competition.

The spirit and intent of the rules in the standard by which MVSO events will be governed. The MVSO Tech Official is authorized to decide if an equipment change or modification is an attempt to circumvent these rules.

The MVSO Tech Official can, and will, disqualify a race car in violation of spirit and intent of these rules. Disqualification results in loss of payout and points. If this rule book does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by the Yakima Speedway by passing through prior technical inspection. The MVSO Director and Tech Official shall be empowered to permit reasonable and appropriate deviation from any of the specifications here in, or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. No expressed, or implied, warranty of safety shall result from such alteration or specification. Any interpretation or deviation of these rules is left to the discretion of the MVSO Tech Official and or MVSO Director. Any form of open degradation at a race event or on social media to, or about, a MVSO Official will not be tolerated. This behavior is determined to be detrimental to the series as a whole. Failure to adhere to these rules, will be grounds for probation and/or suspension from events in this class. In addition, the driver/owner is responsible for the actions of his/her pit crew and will be held accountable. The Officials will be as professional as possible, we would like our race teams to do the same.

BODIES

1. Chevrolet, Ford, Dodge and Toyota ABC bodies are standard.
2. AR Bodies Muscle Car Bodies are legal.
3. Any non-ABC body not meeting the ABC guidelines must meet crucial measurements (i.e. roof height, rear deck height), must be stock appearing and mounted per ABC rule book. Professional appearance required. Specific approved models are subject to change overtime.
4. The new 2019 Five Star Bodies and AR Body are approved.
5. No flaring, shaping, or contour modifications of body, nose or skirting allowed.
6. No belly pans or streamlining.
7. Body clearance MUST NOT DRAG THE NOSE, AND CLEAR SCALE without driver.
8. No downforce bodies.
9. No "ponding" of rear deck lid aloud.
10. The ABC "A" measurement shall be 11 ½ "minimum.
11. Minimum length allowed for the nose, measured from the bottom, leading edge at center up to hood is 20".
12. Maximum flare at wheel opening in front of the front wheel (Q) is 83" and opening to be cut 90" to the ground.
13. Height 47" minimum, measured, 10" back from the top center of the windshield.
14. Rear quarter panel height 36" maximum. No rolling of the bumper cover. All quarter panels, and rear bumper cover, must maintain the factory inside lip.
15. Rear spoiler 6.5" X 60 "maximum. Must be clear Lexan. Back window clear Lexan.
16. Roof rails are permitted, with a maximum of 1" lip. No other vertical rails allowed 1 rear window wing, no longer than one inch, will be allowed. Max ½ lip on ducts used on ¼ window.
17. No air deflector, or any add on, to right side window area. Left side window net required.
18. The officials reserve the right to add weight to nonconforming body measurements.

WEIGHT

- 1.MVSO scales will be the only method for determining at cars weight.
- 2.MVSO officials reserve the right to adjust these weight advantages/penalties in the interest of fair competition.
- 3.All weights are taken with driver in the car, with both hands on the steering wheel and helmet in lap, prior to qualifying and prior to feature event.
- 4.Base Weight is **2900lbs** with Driver:
 - A. Perimeter Chassis **58% left side, 51% Max rear.**
 - B. Straight Rail Chassis Stock Stub **57% left side, 51% Max rear.**
 - C. Straight Rail Chassis Fab Clip **56% left side, 51% Max rear.**
- 5.Crate Motor Chevy 604 and Ford 347 **2800 lbs.–6400 CHIP**

- 6.Wet sump cast iron head 2900 lbs.
- 7.Brodix headed or 9 to 1 motor 3100 lbs.–7500 RPM CHIP

WEIGHT PENALTY & WEIGHT BRAKE

- 1.Sway bar (3 piece) must have min 12” arm and hollow 1 ¼ bar
- 2.604 crate –100 lbs. must be factory sealed.
- 3.Ford 347 Crate –100 lbs. must be factory sealed.
4. 602 Crate – 150 lbs. must be factory sealed.
- 5.Dry sump engine –7500 RPM CHIP

SUSPENSION*NO SPRING PRE-LOADERS*

- 1.All cars must run suspension with coil over or 5” minimum big springs. No Bump Stops, or Coil Binding.
- 2.No more than two spring rubbers per spring.
- 3.All coil over must be minimum of 2.5” springs.
- 4.Shock Stroke Rule: 7”, 9”, 10”
- 5.Shocks must be welded, steel bodied, aftermarket, non-adjustable, non-rebuilding, AFCO 10, 12, or 14 series, Integra 421 Series, or Pro WB Series.
- 6.One shock per wheel.
- 8.Tech Official may confiscate for testing. If cleared, it will be returned. If found illegal, shock will be returned at end of season.

TREAD WIDTH

- 1.Measured with the referee. (69" for stock stubs, 67" for fabricated stubs.)
- 2.No rear sway bars.
- 3.No traction controls.
- 4.3 link cars must have solid upper link, spring bar, or a biscuit bar, NO SHOCK is to be used in a 3 link.
- 5.Trailing arms must be one piece, no springs, biscuits or shocks.
- 6.1 ¼" maximum front sway bar. 3-piece bar must be hollow and run minimum 12" arms.
- 7.Wheelbase minimum 101 inches.

ENGINE

- 1.Engine are allowed a maximum 360 CID with a Holley 4150 series 750 carb.
- 2.Over 360 CID must have a tool legal 4412 series, 500 2BBL., must be declared, and can deduct 50 pounds of weight.
- 3.All head part # must be present on heads. No porting, no polishing.
4. Roller cams are permitted and will be subject to penalty determined by MVSO staff.
- 5.No head larger than 200CC. No valve size larger than 2.055.
- 6.Straight or angle plug heads allowed.
- 7.Any unaltered aluminum intake allowed.
- 8.Dry sump oil pump allowed with a maximum 7500 chip.
- 9.MUST HAVE ACCESS TO MEASURE CRANK HEIGHT.
- 10.ALL Cars minimum 11" crank height.
- 11.Centerline of crank must be within 1" of center of stub.
- 12.All cars will have maximum engine setback of 3", measured from the #1 spark plug to centerline of upper ball joint. If a car has more than a 3" setback it will only be allowed to go up to 5" Max and will have an additional weight penalty to be determined by the MVSO Staff.

CRATE ENGINES

- 1.All GM and Ford factory crate engines must have factory seals and proper paperwork to be deemed as legal, and eligible for weight break.
3. When the dyno is used, any crate 5% above its factory rated 400 HP(5%=420 HP),or its factory rated 400' per pound of torque (5%=420 feet per pound),will result in the engine being declared ineligible for competition.
- 5.100-poundweight break for Ford crate M-6007-d347sr -6400 RPM chip MAX.

IGNITION

1. Must have sealed MSD box with either dial or chip type.
2. Chip must be zip tied or taped in box.
3. Only one MSD ignition box can be active.
4. No other electronic data devices will be allowed during the racing situations.
5. No traction controls.
6. No magneto systems allowed.

TRANSMISSIONS

Any OEM or aftermarket transmission allowed.

1. Shifter rails must protrude from the left side of the case, or from the left rear of the case. NO SHIFTER RAILS ON TOP OF THE CASE ALLOWED.
2. No lightweight magnesium, no internal clutch allowed.
3. NO 5 or 6 speed transmissions allowed.
4. Must have friction type clutch inside bell housing.
5. Driveline must be painted white. Cars must have a working starter.

CARBURETORS ALL CARBS MUST BE TOOL LEGAL

1. Approved carbs are tool legal 750 Holley 4150 series #80541, and Holley 4150 series #80803 ultra HP. (big engine)
2. Approved carbs are tool legal 650 Holley 4150 series #80541-1-2. (mandatory crate)
3. Approved carb for over 360 CID. Holley #4412-500CFM. Must be tool legal other modifications are
 - A. The choke horn may be removed with a square mill cut.
 - B. Butterflies may be drilled with one idle hole each (maximum 3/16in diameter).
 - C. Cam and accelerator pump may be replaced with Holley aftermarket parts, the choke linkage may not be removed, and holes filled. Power valves, metering block, and floats may be modified.
4. No electric fuel pumps allowed.
5. Maximum 1" spacer allowed. Spacer or reducer inserts will be allowed with approval.
6. Minimum 2 car return springs. 7.4" X 16 "maximum air cleaner. K&N OK. No foam filters.

RESTRICTOR PLATES MAY BE USED BY MVSO TECH STAFF AS A FORM OF PENALTY.

FUEL CELL NO H2O FUELS-FUEL SAMPLE WILL BE DRAWN.

1. The use of a commercially manufactured fuel cell is mandatory. The maximum capacity, including filler spout and overflow vent check valves, is 22 gallons. Minimum capacity is 16 gallons. Filler spout and overflow check valves are required. The fuel cell vent must exit out of the trunk area in the left rear side of the car. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22-gallon capacity.

MINIMUM GROUND CLEARANCE IS 10" CELL TO THE GROUND.

2. Fuel cell container is required. The fuel cell must be enclosed in a container of not less than 22-gauge steel.

3. Fuel cell and fuel cell container must be fastened to the frame in a recessed frame support as far forward in the trunk area, and at an equal distance between the frame rails.

4. Fuel cell and the fuel cell container must be secured with 1" X 1" X .065 steel tubing. Not less than two (2) length wise, and two (2) cross wise, and two (2) across the top, evenly spaced at the top and must bolt to container support frame. The support frame must have two (2) tubes that are welded to and extend between the left and right frame rails. Three (3) tubes must be evenly spaced across the recessed well (front to rear). These tubes must be welded to the cross-support tubes, and extend down the front side, rear side, and under the fuel cell container. If the fuel cell has a bolt on top, it must be bolted together with a minimum of ¼ diameter bolts spaced a minimum of 4" apart. If the fuel cell has a bolt in end panel, it must be fastened together with a minimum 10/32 diameter screws with nuts and placed 4 feet apart. No sheet metal screws or pop rivets are to be used to secure the top or end panel of the fuel cell.

5. A protective bar, minimum 1 ¾" X .090, must extend below the rear frame section behind the fuel cell. This protective bar must be as wide at the rear frame rails and extend as low as the bottom of the cell with two (2) vertical uprights evenly spaced between the (5) frame rails and attached to the rear crossmember. Two (2) support bars; one located on each corner. Must angle upwards and be welded to the rear frame rails.

6.2 reinforcement plates, of not less than 14 gauge (0.078") thick magnetic flat steel. Must be installed behind the fuel cell container AND between the rear end and the fuel cell. The plate must extend the entire width and height of the fuel cell container. The plate must be welded in spaces between the rear crossmember and/or the cross bracing at the rear of this rear subframe. It must be welded with a 1" weld, spaced a maximum of 4" apart.

EXHAUST

1. Exhaust flange no larger than 5" must be smooth with body's side panel.

2. Exhaust will be no louder than 98db at 100 feet.

All interior body parts will be sealed.

TIRES

AMERICAN RACER 970 is the series tire. (HOOSIER 970 is also approved for use with an additional \$10.00 fee per tire. The \$10.00 fee will be added to the class points fund at the end of the season).

Soaking, softening, shaving, or otherwise altering the composition of tire is not permitted. NO TIRE BLEEDERS ALLOWED. Max left side tire psi 25 max right side tire psi 30 max pre-tech. Cars must start heat races and the main event on the same tires on which they qualified. If a problem arises with your qualifying tires, and change is needed:

- A. Replace with new tire, forfeit starting position, and start in rear of field.
- B. Replace with used tire approved by tech official, keep qualifying position.
- C. Only 15" by 10" steel wheels are permitted.
- D. Maximum track width permitted for vehicles with 15" X 10" steel wheels is 69" stock clip, or 67" fab clip front or rear. Measured at spindle height with our referee.

PROTECTIVE CLOTHING

1. It is required that, at all times, the driver wears a driving suit, and gloves, of fire-resistant material that effectively covers the body.

2. It is recommended that the driver's suit be of the best quality fire protection available.

3. It is also recommended that during an event, practice, or qualifying, a driver wears the following:

- A. fire resistant shoes and socks.
- B. Fire resistant hood.
- C. Fire resistant underwear.

FIRE CONTROL

1. It is recommended that all cars have a built in, fully charged, DuPont FE-36, or equivalent, fire suppression system (not of the dry chemical type), with an operating pressure gauge WITHIN SITE OF THE TECH INSPECTOR.

2. Any car, not equipped with a built-in fire suppression system, must have a fully charged fire extinguisher, a Halon, or equivalent type at least 10-B: CUL rating, with an operating.

3. All entrants should have a 10lb., DuPont FE-36, or equivalent fully charged fire extinguisher in their pit area.

4. All cars are recommended to have an Oberg Vacuum style (preferred), or ball valve style type fuel shutoff, placed at the point the fuel exits the fuel cell. This is to stop the flow of fuel from a damaged line or pump.

HELMETS Head and neck restraint devices

- 1.Helmets shall be in compliance with the current SA2010 requirement.
- 2.Full face helmets with Lexan face shield recommended.
- 3.Nomex helmet skirt, and Nomex covered chinstrap recommended.
- 4.It is strongly recommended all drivers wear a head and neck restraint device.

SEAT BELTS

- 1.It is highly recommended the driver carefully study seat belt manufacturer's installation guidelines 2. All seat belts must be a complete matching set from the manufacturer. No mixing of manufacturers. 3.A quick release seat belt no less than three (3) inches wide is compulsory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8" in diameter.
- 4.Shoulder harness must be no less than two (2) inches in width and must come behind and below top of driver seat. Where the harness crosses the

THUNDER TRUCKS

DISCLAIMER

The rules and/or specifications set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. By making application for a competitor permit, it is deemed that the competitor agrees to become familiar with these regulations and abide by the directions set forth and prescribed by Management. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or specifications. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

THE INTERPRETATION OF THESE RULES WILL BE SOLELY THE JUDGMENT OF THE TRACK OFFICIALS & TECH STAFF IN CHARGE AND THEIR DECISION WILL BE FINAL.

- Any part of the truck not specifically mentioned or covered in these rules must remain STOCK. Stock parts are those found in the OEM PARTS BOOK (original equipment manufacturer), not those found in high performance or off-road racing books.
- Any Thunder Truck being checked will be allowed to have only one driver and two mechanics are present in the tech area. Any harassment from any driver or crew member to the tech staff (or any other track official) may result in an automatic disqualification, thus forfeiting all money earned that night

DISQUALIFICATION DECISION FOR ANY REASON WILL BE DEEMED FINAL.

Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. The Track reserves the right to impound non-complying components with no compensation to the owner(s) Non-compliance with the specifications outlines herein may subject violating teams to disqualification, loss of points and moneys and or fine.

NOTE: IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST.

1.0 SAFETY EQUIPMENT: All safety equipment must be inspected and approved by The Speedway officials prior to the vehicle going on the racetrack. Safety specs for the Thunder Truck division may differ to standards at other tracks because of the speedway sizes.

1.1 BELTS: Five-point safety belts and shoulder harnesses are mandatory (anchored with gr. 8 hardware only). Belts must have been manufactured in the last 5 years and carry an SFI rating and pass Track conditions with Tech. The speedway strongly recommends belts be within 3 years of manufacture date. Seatbelts must be securely fastened to cage and/or frame and in good repair with no visual damage (ie-cuts, oil stains, sun damage etc.)

1.2 FIRE CONTROL:

Fire Extinguisher: Cars must have a 2 1/2 lb. minimum fire extinguisher with steel or aluminum head mounted in a steel mounting bracket and is bolted down, and within driver's reach with seatbelts fastened. Fire extinguisher must be serviced and inspected each year and dated no earlier later than January 1st of the current year.

Fire Suit: Minimum SFI 1 rated Nomex or Proban single-layer or greater fire suit are mandatory.

Gloves & Footwear: Fire retardant gloves are mandatory. Fire-retardant race shoe is mandatory. NO NYLON SNEAKERS

1.3 FUEL SHUT OFF SWITCH: Fuel/Ignition "on/off" switch must be mounted in the centerline of the vehicle and clearly labeled in such a manner that the engine can be turned off from outside of vehicle in the event of an emergency.

1.4 HEAD AND NECK RESTRIANTS SYSTEM: All drivers are required to have a neck roll while racing.

1.5 HELMETS: Full face Snell SA 2010 or greater. SA (Special Applications) rated helmets differ from normal helmets as they are rated for multi-impact and are fire retardant. No DOT or M rated Helmets allowed.

1.6 ROLL CAGE: 1 3/4" x .095 round tubing only. Cage must be directly welded to frame. All welds must be complete and safe and gusseted. No offset cages (cage to body must be under 2" clearance). No heat made or tube wrinkled bends. A 6-point frame mounted cage is mandatory (2 rear down tubes) plus 4 driver door bars and passenger side "X" must be utilized. Cage must be padded in driver's immediate area. A center front bar (dash to top hoop) 1 3/4" mandatory. Front hoop is optional.

1.7 SEAT: Driver seat must be a proper approved racing seat SECURELY attached to roll cage with minimum 1/2" bolts. **Headrest side plates are strongly recommended.**

1.8 WINDOWS & NET: Driver's side window net is mandatory and must be good condition and in proper working order. 1/8th Lexan Windshield and rear window with bracing are strongly recommended. Bracing is mandatory. No glass rear windows.

2.0 MECHANICAL & TRUCK BUILD RULES

All trucks should be “**stock**” to year, make and model with **no extensive modifications**. This includes all engine components, drive train, suspension, and cooling system unless otherwise stated below.

2.1 BODY & APPEARANCE: Any 2WD, V8 engine pick- up truck (no dual wheels).

All unnecessary glass, plastic and trim, air bags must be removed. Cab mounts should be stock appearing and location.

No gutting or lightening of specified body components (see below)

Cab, firewall and cowl area must remain stock

Pedal and Braking system components and location must remain stock and unaltered

Hood and rad saddle should remain stock in appearance and in stock location

Fenders and doors must use 5” stock line rule (as rule below)

Steering column can be modified (removable steering wheel optional)

Truck box interior (bed) can be removed to mount fuel cell but must have adequate body width support bars for fuel cell and steel or aluminum “tonneau” cover to contain box of truck (no open areas allowed).

Inner fender panels can be removed.

Tailgate can be gutted and covered with a steel or aluminum panel

Front panel, Headlight and grill area can be fabricated (steel or aluminum or aftermarket plastic)

Stock front bumpers should be retained in stock location

Rear bumper can be stock, 1 ¾ round steel tubing or aftermarket plastic in stock location.

5” body height min. (steel/aluminum skirt extensions allowed below factory body).

Steel “handmade” side panels can be made below the measurement line.

5” below window frame bottom/box rail top shall be used for the measurement line for side panels.

2.2 PAINT & LETTERING: All trucks must be neatly painted and lettered; Driver’s name must be presented at top of front windshield (3” high). All Trucks must have numbers readable by the scorer tower in order to be scored.

2.3 SPOILER: 8” rear spoiler is mandatory (made from ¼” aluminum or ¼” lexan), 3 forward mounting ¾” tubing braces OK (no side pods)

3.0 BATTERY: Must be anchored securely in a steel battery box located between the centerline of the rear axle and the rear of the cab. 12 VOLT electrical system only.

4.0 BRAKES: All brake components must be “**Stock as Produced**” for truck make being used. Stock type brake rotors only, no driller or grooved aftermarket brake rotors permitted.

5.0 CHASSIS & SUSPENSION: All suspension must remain “**Stock and in Stock location**” for truck model. Any suspension part can be adjusted without altering factory location point or mounting hole. Parts should be same as when model truck was manufactured and unaltered or modified.

5.1 SHOCKS & SPRINGS: Stock shock mounting only, steel shocks only. No split valve/ adjustable /air, gas or rebuildable shocks. Racing springs can be used.

6.0 COOLING SYSTEM (RADIATOR): Size and type of radiator can be altered, cooling fans can be changed or modified. Must use water only, NO ANTI-FREEZE.

7.0 DRIVELINE: All components must remain STOCK unless otherwise stated in rules. Driveline including engine, transmission and fuel system must be unaltered/ changed from availability in Truck Model being used. Welding or locking of rear gear is allowed. 1" thick driveshaft hoop mandatory.

2019 Driveline Allowances for pre-existing Thunder Trucks

- Any "non-stock to truck" rear end housing (**add 75 lbs**)
- Any "non-stock to truck" carburetion or fuel systems must utilize a 2- barrel Holley Model 4412 Carburetor, No HP models allowed (**add 25 lbs**)
- Any "non-stock to truck" engine can utilize an **unaltered and unopened** GM 602 "crate" (**add 100 lbs to total weight**)

ENGINE:

A) Stock production V-6 or V-8 engines only. No engine interchange between makes, (must be Ford to Ford, GM to GM). Engine must have been available to the general public to purchase. GM 602 crate motor permitted in all cars

B) Engine must be stock OEM. All internal parts must be OEM replacement part for make of engine except as noted.

C) Engine may be set back so furthest forward spark plug is even with spindle centerline. Front motor mount may be after market with no rubber, rear mount must be OEM transmission location may be without rubber.

D) Stock flat top OEM type replacement pistons only, may over bore of .060". Pistons may not exceed deck height. No racing pistons.

E) Hyper-Eutectic, Molly-coated allowed on skirts only. No other coating. TRW, Seal power and Keith Black are the only forged pistons allowed. 5/64, 5/64, 3/16 rings only. Full skirts only.

F) Factory OEM "as produced" Stock steel rods. May use aftermarket rod bolts. Must be "as produced" bore, stroke and rod length combination. Crankshaft may be steel or cast.

G) Any flat tappet hydraulic camshaft. No solids, mushroom or roller camshafts.

H) No gear drives. No aftermarket distributors. OEM HEI ignition systems are approved. GM style HEI distributors approved.

I) Cylinder head casting must match engine displacement as produced with these clarifications: 461 castings, 1.94 intake Camel hump heads including 041,492 and 186 are acceptable on 350's not 400 Chevys, 289 head permitted on 351w. The following aftermarket direct replacement stock cylinder heads are allowed with weight penalty: Chevy heads/part # 042660-1(assembled) #042660 (bare) Ford heads/part # 053030-1 (assembled) #053030 (bare)

K) Chevy Vortec, or X heads are not permitted.

L) Restricted to 2.02 valve size. 3 angle valve jobs permitted. Only rebuild standard allowed is 30, 45 and 60 degrees. Poly-locks are permitted.

M) Screw-in or pinned studs, push rod guide plates are approved.

N) No stud girdles.

O) Chevrolet only allowed 1.5 rocker arms. Mopar and Ford adjustable rockers are allowed. Roller rockers are allowed with weight penalty. Must be factory rocker armratio.

P) No porting, polishing or gasket matching of heads.

Q) Exhaust manifolds must be stock cast iron OEM or stock replacement only, from a standard production car. Chassis or block headers are allowed with weight penalty. Maximum 2 1/2" exhaust from the headers/manifold back.

R) Fuel pump must be stock OEM type and mount in stock location. No electric fuel pumps allowed.

S) Stock steel or cast iron flywheels only. No aluminum flywheels allowed. No Corvette modular iron flywheels. Stock OEM type pressure plate and OEM Single disc clutches only.

T) Crate Engine Program:

1. GM 602 is the only legal crate engine.

2. Box stock Holley 650 cfm 4777 series carb only.

3. 602 Crate Carb PN: 0-80541-1 HP legal with weight penalty.

4. No modifications permitted.

5. No rebuilding engines – factory seals must remain intact. Exception below.

6. Tech officials reserve the right to inspect the internal components of crate engines only under paid protest from another driver. Engine will not be disassembled until new GM seal kit is present.

4. CARBURETOR AND INTAKE MANIFOLD:

A) Holley 500 CFM #4412 only. Only choke and related parts may be removed.

B) No tubes, funnels, or any other devices which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.

C) A one piece 1-5/8" maximum in thickness carburetor spacer acceptable to Tech Inspectors is allowed.

D) Stock cast iron automotive 2 barrel or 4-barrel intake with adapter. No high rise or GM Z-28 replacement manifolds of any kind permitted.

E) No porting, polishing, acid dipping, adding epoxy or similar substances allowed on intake. No gasket matching allowed.

F) An air cleaner is mandatory at all times. No foam type air cleaners. Top and bottom of air filter housing must be solid and be same diameter, K&N filter element OK. It is permissible to attach a shield

in front of the air filter housing up to half the air filter circumference. It cannot be higher than the air filter element. No air boxes.

5. TRANSMISSIONS:

A) A stock OEM automatic transmission, with a stock working torque converter is permitted. Three and four speed manual transmissions with all gears working is permitted.

B) Transmission must bolt to engine with no modifications.

C) All cars with manual transmissions must have an approved scatter-shield around clutch, or a constructed shield made of a minimum of 1/4" steel over the bellhousing section of the floorboard.

9.0 FRAME: No modifications or alterations from factory specs for truck model being used. Chopping, boxing and notching of frame for safety and clearance is allowed.

10.0 FUEL & FUEL CELL: Unleaded Pump gas only (91 octane max) or unaltered 100 Low lead AV Fuel. **No alterations or additives.** An approved racing fuel cell must be within rear frame area and securely fastened and protected. Fuel Cap must be tethered to prevent loss.

11.0 MIRRORS: Left side mirrors are permitted but must be not extend or protrude outside the vehicle.

13.0 TIRES & RIMS: Steel racing rim shall be used. 8" width min 3" backspace.

Class tire will be the AMERICAN RACER 970 OR THE HOOSIER 970

14.0 WEIGHT:

3400 lbs base weight before penalties (after race with driver in seat)

15.0 COMPETITION AND FAIRNESS:

All weight and added weight must be painted white with truck #.

Track tech reserves the right to modify or alter weights in the interest of fair competition.